

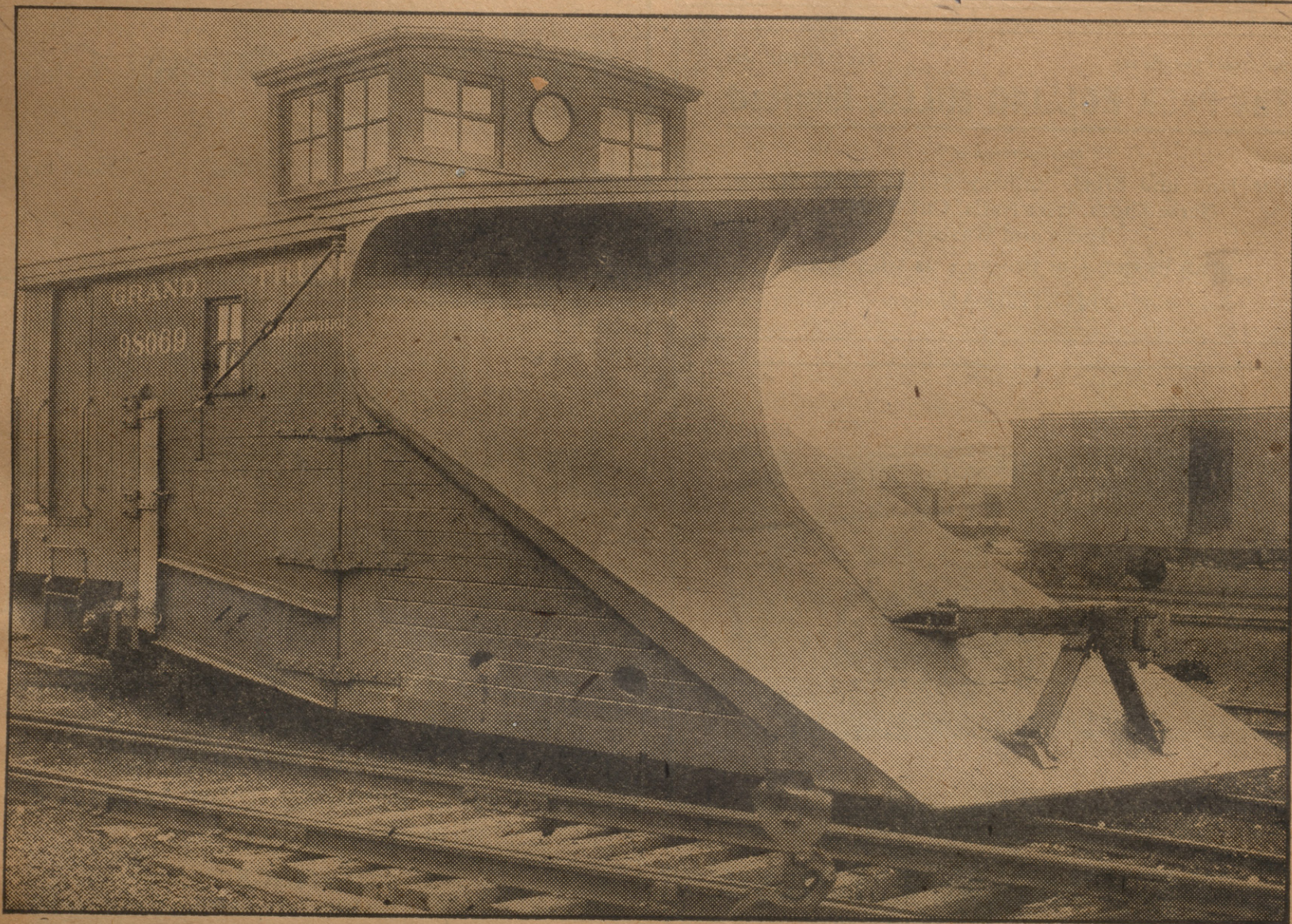
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THE CANADIAN RAILROADER

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Above is a photograph of one of the ten new "Russell" snow-ploughs introduced on the Grand Trunk Railway. They are of the square-nosed type, built of strong timbers and reinforced with structural steel. Power is applied directly to the front of the plough through a steel reinforced timber bar. This bar extends between the two centre sills the entire length of the car frame; at its rear end the coupler is attached. This method of transmitting power directly to the front of the plough is said to be responsible for the claim that this make of plough is seldom derailed.

The surfaces of the plough which come in contact with the snow have been developed to minimize resistance. The back end of the car is several inches narrower than in front to relieve the car of snow friction against its side. The top of the plough is fitted with a cupola or lookout from which its operation is controlled. This plough is for single track operation and is equipped with elevator wings and flangers operated by air. The face of each wing is formed into concave chutes sloped at an angle of 40 degrees. These wings loosen the snow at the side of the cut and carry it up and outward. The wings are forced into position by means of air cylinders operated within the car. When not in use the wings fit into recesses in the side of car. The trucks are also fitted with air brakes. Since these ploughs have been in service they have all been equipped with electric headlights. These headlights are located in front of the cupola and well protected from the snow.

The length of the plough over all from nose to end of sill is 44 feet.



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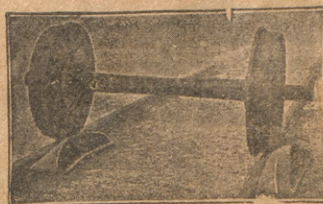
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The Greatest Tragedy of the Road

Sane Solution in the Hands of Employees and Officials

By GEORGE PIERCE

(Article No. 8).

THERE has been much speculation among the men concerning the reason for the writing of the articles which have appeared under the heading of "The Greatest Tragedy of The Road." Many suspicions and an equal number of unfounded rumors will be dissipated with the very clear declarations which appear in this article.

The Railroader for some time back has been aware that very elaborate preparations were being made from coast to coast in an effort to cut down obvious pilfering. It seemed that operatives had been quietly gathering important information in all parts of the country. The situation which developed on the Quebec division was only the forerunner in a general upheaval all up and down the line.

As I saw the situation, many of our best friends were to be involved in legal proceedings which would have shattered home and reputation with the irresistible force of a raging cyclone. Our plan was to get in front of the storm and impede its progress long enough to give the men a chance to think the situation over and to do the things best calculated to insure avoidance of trouble. We hoped by presenting an alternate plan to deter this, the invoking on a vast scale of the methods so obnoxious to us all. I refer to the spotter, detective and law court system. At this writing we seem to have accomplished our purpose.

Admittedly, we cannot rest merely by objecting to the old and obnoxious methods. To displace it with success, we must be able to offer something better in its place, something which will prove to be of benefit to all parties concerned,—to the men, to the railways and to the public. Realizing that we will be criticized for the presumption, we offer a remedy in this article and hope that railroad men will generally accept it.

No man in the service may reasonably expect that conditions will be allowed to remain as they are. We have made it our business to enquire from the transportation companies who have made exhaustive investigations, and it is clearly indicated that the figures involved are in the neighborhood of \$7,000,000 annually. Now it must be obvious to even the most casual reader that when such enormous sums are at stake the large corporations are bound to do something. On a strictly business basis they could afford to spend three and one-half million dollars to save the other three millions and a half. This would involve a most elaborate spy system for checking and cross-checking and such numerous ramifications that not a single guilty party could escape.

Continuing this system to its last degree, public bribe-givers would also be prosecuted until such time as the travelling public has been fully awakened to the perils of conspiracy to bribe railroad employees. As a preventive measure, people might not be allowed to board trains at points where ticket agents are on duty.

One may imagine what ruin and destruction would follow, how many innocent men would be liable to be dragged before the courts in defence of honor, the home and reputation. Think of the suffering! Think of the grief and the humiliation of the innocent ones at home, and then you will understand why we were so anxious to do something in this crisis and you will forgive our presumption in offering to place something infinitely better before you.

I have always maintained, and I reassert it now, even in the face of reports that look very damaging, that the vast majority of railroad men are absolutely honest, yet I cannot deny that those few who are dishonest are recklessly endangering the happiness of the vast majority. I have spent some time in analysing the evidence before the courts in numerous cases of this character. In every instance a man's reputation hangs by a mere thread. Under no other branch of criminal procedure

are the chances so great for a miscarriage of justice. The peculiar character of the witnesses, the strange, almost weirdly fantastic circumstantial evidence, the infinitely delicate deductions compound uncertainty into hazards which are as capricious as the throw of the dice. This is directly traceable to the fact that neither the judge nor the jury can comprehend in so brief a trial, the details and generalities of a railroad man's life, and this is the GREATEST TRAGEDY of all.—The innocent are often arrested and the guilty are set scot free.

The question is this, then. What better, simpler, safer and more just method could be devised which will be practical and give justice to all? I believe that the astonishing solution of the very dangerous whisky situation by the men themselves as described in a previous article, points the way to the solution. I favor dispensing with the law courts and the lawyers. I don't believe in arresting a man and taking him into court to be grilled by a battery of expert lawyers when the accusations are based upon the testimony of paid investigators. I don't believe in needlessly enveloping a man and his family in the clouds of suspicion and accusation under such circumstances. I maintain that men who could clear up the old "booze" route as they did have the best of blood in them, and I reiterate that if their sense of justice and honor is appealed to in the right way, the reforms in pilfering will be as great if not greater than in the "booze" question. In the first place, then, when a man goes up for trial let him appear before men who know something about railroading—the ways, the lives, the duties of railroad men. Instead of rushing the man before our technical law courts, let him be made to appear before a body of railroad men such as the Railway Board of Adjustment No. 1, where the members are composed of six employees, all members of the Brotherhoods, and six railroad men, all officials of various companies. Let there be no publicity, no scandal, no gossip. Before this tribunal the company may produce its evidence and the accused may defend himself.

If the employee is found guilty by this aggregation of railroad men, who understand every dot in the evidence themselves, he may be discharged from the service, and the Brotherhood, aiming to protect the honest men of the membership, may properly refuse to lend him further assistance and cancel his membership. This system will dispense with the episodes of the legal trial and will ensure to the accused the rugged honest judgment of men who, because of their training and the kinship they bear to one another as railroad men, whether risen from the ranks or still within the rank and file, the invincible common-sense of a square deal as between one man and another. There will be no hair-splitting by technical lawyers, there will be no bribery of witnesses, nothing but simple, rugged, honest justice.

In bringing this series of articles to a conclusion, it is my earnest hope that the rank and file of railroad men in the service and with the co-operation of the officials and men in the railroad world will give this plan an earnest trial. Even the child who runs knows that it does not pay to steal. Honesty has been, and always will be, the best policy. The gains from petty pilfering are in disproportion to the risks involved. The Brotherhoods with their enormous membership and their great influence, could provide for the members the proper compensation for their toil to a degree which makes it nonsensical to pillage. These articles have been written to avoid suffering and disgrace. They have been written as a shield for the upright and just railroad man. Appreciating the many good suggestions that came to us from practical railroaders, and deeply grateful for the splendid friendships that have been tendered to us in letters that we shall preserve with fond remembrances through the years to come, we close this series earnestly hoping that the membership, through the Brotherhoods, will bring our ideas to a successful consummation.

A Primary on Labor Organization in Canada

By KENNEDY CRONE.

(Copyright, 1921).

THERE is a lot of wrong conclusion regarding the labor movement in Canada, based on wrong information as to the structure of the movement. There is also much demand for a brief description of the framework of the structure on the part of those who wish to approach the subject intelligently but who have not the time, or facilities or inclination to dig into the mass of detail of what is really a highly-involved matter to fashion such a framework for themselves. This article is a small effort to meet both situations.

"Labor Organization in Canada," published annually by the Department of Labor, is the best summary of the movement published, and no serious student should be without it. However, it runs to 200 pages and more, and is quite a study in itself; the aim here has been, rather, to present a sketchy and quickly-grasped outline of the structure.

Practically all the figures with the exception of those of the One Big Union and the Congress of Catholic and National Unions have been founded on official returns made to the Department of Labor. It has been necessary to use the word "approximate" concerning a number of the more recent figures, as these are subject to constant change, but probably the approximate figures are substantially correct. The One Big Union figures were taken from various published sources, and the Catholic and National Union figures were given by the organizing secretary of the Congress on January 16, 1921. The endeavor of the writer has also been to present all other points of information and definition dispassionately and without prejudice.

A TRADE UNION, in the generally-accepted sense of that term, is primarily a combination of workers in a particular trade or craft for regulating wages and conditions of work between workers and employers or between workers and workers. It is organized to safeguard the workers from misused power of employers, to strengthen their case in bargaining with employers, to give them a measure of control for improvement of the conditions under which they earn a living, to enable them to establish or elevate codes of conduct and standards of qualification amongst themselves.

The trade union method is to obtain by collective action aims which cannot be obtained by individual action—by the members pledging themselves to work only on certain stipulated terms and observing specified relations with one another; by supplying foundation and organization for study of conditions and the bringing about of satisfactory agreements with employers, through the medium of elected representatives, on behalf of the members as a whole; by stoppage of work when no agreement can be reached with employers; by raising by assessment funds providing for sickness, old age, relief during strikes and lockouts, and for general administration.

Trade unions are not necessarily titled as such, and organizations titled as unions are not necessarily trade unions. Many trade unions are officially titled as Brotherhoods, Guilds, Associations, Societies, Federations or Orders.

Trade union organization embraces "brain workers" or "black-coated workers." There are Canadian union locals of journalists, school teachers, musicians, civil service employees, municipal employees, insurance agents, railway clerks, postal clerks and general office workers.

A "local" or branch, of a union is the unit of organization of a union with a number of branches. These are generally numbered. Local 176 of the International Typographical Union, for instance, is the English-speaking branch of the union in Montreal, Local 226 is the branch in Vancouver, and Local 21 is the branch in San Francisco. The local gets its charter from the central body, which, in the case of the printers, would be from the executive council of the International Typographical Union at Indianapolis, the central body for nearly 900 locals, comprising a total membership of about 75,000. The executive council of a union of the sort is made up of officers and other representatives elected at stated intervals by individual secret ballot in the locals.

There are, approximately, 3,000 locals in Canada, with a membership of, approximately 440,000. Following is a table of membership in recent years, based mainly on official returns made by the unions to the Department of Labor:—

| | |
|----------------------------|---------|
| 1913..... | 175,799 |
| 1915..... | 143,343 |
| 1916..... | 160,407 |
| 1917..... | 204,630 |
| 1918..... | 248,887 |
| 1919..... | 378,047 |
| 1920-21 (approximate)..... | 440,000 |

There are at least a dozen types of locals in Canada, of which the numerically-strongest are:—

1. Locals attached to international craft unions which are affiliated to the American Federation of Labor.
2. Locals attached directly to the American Federation of Labor.

3. Locals attached to international craft unions which are not affiliated with the American Federation of Labor, notably those of several of the railroad brotherhoods.

4. Locals of unions operating in Canada only and directly attached to the Trades and Labor Congress of Canada.

5. Locals attached to unions in Great Britain.

6. Locals attached to the One Big Union.

7. Locals attached to the Congress of National and Catholic Unions.

8. Locals of Canadian national unions independent of any group above referred to, notably the Canadian Brotherhood of Railroad Employees.

In addition to locals directly attached to the Trades and Labor Congress of Canada, many Canadian locals of international unions affiliated to the American Federation of Labor are affiliated to the Congress.

The great majority of trade unionists in Canada belong to international unions; the great majority of these international unionists belong to international unions affiliated to the American Federation of Labor; the great majority of national and international unionists are linked up in one form or another with the Trades and Labor Congress of Canada.

According to "Labor Organization in Canada," published by the Department of Labor, the standing of groups as to reported membership was, in 1919:—

| | Membership |
|------------------------|------------|
| International..... | 260,247 |
| Non-international..... | 33,372 |
| Independents..... | 8,278 |
| National Catholic..... | 35,000 |
| One Big Union..... | 41,150 |
| Total..... | 378,047 |

The term "international union," as understood in the trade union movement on this continent is held to mean a union operating in the United States and Canada alone, and not "international" or "internationale" in any other sense.

American Federation of Labor.

The American Federation of Labor is mainly composed of the majority of the leading national and international trade unions in the United States and Canada, federated together for a number of purposes in common, yet retaining individual autonomy in the matter of strikes and internal policy and economy. There are 143 national and international organizations, and 112 of these are affiliated to the American Federation of Labor. Of the 112, 87 have locals in Canada. Of the remaining 31 not affiliated to the A. F. of L., 9 have Canadian locals.

In 1881, the A. F. of L. was founded at Pittsburg with between 4000 and 5000 members. Latest estimates (January, 1921) place the membership at approximately 4,500,000.

The A. F. of L. also issues charters to state federations, city central councils, such as trades and labor councils, and to local and federal unions which do not come within the jurisdiction of existing international unions and have been directly organized and attached to the A. F. of L.

The various affiliated and directly chartered unions elect delegates to the A. F. of L., and these in turn elect the Executive at the annual convention.

It derives its principal revenue by means of a per capita tax on the membership of the national and international unions comprising it.

The term "American" in relation to the Federation is held to cover the whole of North America, the plan of organization being the mapping out of districts in the United States and Canada without distinction of national boundary lines. There are instances where A. F. of L. locals and federations near the border are neither Canadian nor American in the national sense, having officers from both sides of the line elected in a common executive.

Fraternal delegates are exchanged with the Trades and Labor Congress of Canada and the British Trade Union Congress.

Aims and objects of the A. F. of L. are stated in the following extract from the constitution:—

1. The object of this federation shall be the encouragement and formation of local trade and labor unions, and closer federation of such societies through the organization of central trade and labor unions in every city, and the further combinations of such bodies into state, territorial, or provincial organizations to secure legislation in the interest of the working masses.

2. The establishment of national and international trade unions, based upon a strict recognition of the autonomy of each trade, and the promotion and advancement of such bodies.

3. The establishment of departments composed of national or international unions affiliated with the American Federation of Labor, of the same industry, and which departments shall be governed in conformity with the laws of the American Federation of Labor.

4. An American federation of all national and international trade unions to aid and assist each other; to aid and encourage the sale of union-label goods, and to secure legislation in the interest of the working people, and influence public opinion by peaceful and legal methods, in favor of organized labor.

5. To aid and encourage the labor press of America.

Following is the economic platform of the Federation:—

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all federal, state or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system of public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, work-shop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child-labor laws in states where they do not exist and rigid defence of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The initiative and referendum and the imperative mandate and right of recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

Central offices of the Federation are in the A. F. of L. Building, Washington, D.C. Samuel Gompers is President, Frank Morrison is Secretary.

Trades and Labor Congress of Canada.

The Trades and Labor Congress of Canada is the most important representative of trade unionism in Canada. It is the recognized mouthpiece of the bulk of international trade unionism in relation to promotion of legislation, opposition to projected legislation, and observance of the authority of the A. F. of L. in trade affairs as they apply to international trade unions of the federation. It receives from the federation per capita tax on the membership of federal unions in Canada chartered direct by the federation.

The congress was established in 1879, but dropped out of existence for some years, and its continuous history dates from 1885.

It is composed mainly of delegates elected by Canadian locals, provincial federations and Canadian trades and labor councils composed of international unionists, the federations and councils being chartered by the Congress. The rest of its delegates are elected by Canadian locals which are outside the jurisdiction of any international union of the A. F. of L., and have been directly organized and chartered by the congress as federal unions, as, for example, the Policemen's Federal Union of Montreal. The majority of provincial locals, Canadian federations and Canadian councils composed of unionists affiliated to the A. F. of L., are affiliated to the Congress.

The main revenue of the Congress is from a per capita tax on the unionists comprising it. Delegates at the annual congress elect a Dominion Council and Provincial Executives for those provinces where no provincial federation exists.

The Congress exchanges fraternal delegates with the A. F. of L. and the British Trade Union Congress.

Following are extracts from the Constitution:—

Section 1.—This organization shall be known under the name of "The Trades and Labor Congress of Canada," and shall consist of such trades unions, federal labor unions, trades and labor councils, provincial federations of labor and national trades unions, as shall conform to its regulations.

Section 2.—It shall form and charter trades and labor councils and organizations in localities where none at present exist into local unions, but in no case shall any body of workmen belonging to any trade or calling at present having an international or national union be granted a charter. Further, no national union or local unions comprising said national unions shall be entitled to membership in this Congress when there is in existence an international union of their craft, nor shall any local union attached to a national body separated from their international organization, or any organization which has been expelled or rejected by the American Federation of Labor, be entitled to delegates in any central body chartered by this Congress. No charter having once been granted by the Congress shall be revoked, except by resolution of the Congress, in regular annual session, except in cases where there has been a contravention of the constitution governing those unions, when the proper officers of the Congress shall have the power to deal with the matter.

Although several of the strongest railroad brotherhoods are not affiliated to the A. F. of L. and their locals in Canada are not affiliated to the Trades and Labor Congress of Canada, but maintain their own legislative representatives, there is friendly co-operation on a number of matters, sometimes taking the form of joint action for specific purposes.

The Congress has membership in the International Federation of Trade Unions, and is represented in the International Labor Conference, which is a product of the Peace Treaty of the League of Nations.

The head office of the Congress is 172 MacLaren Street, Ottawa. Tom Moore is President, P. M. Draper is Secretary-Treasurer.

Canadian Federation of Labor.

The Department of Labor report on labor organization in Canada says:—

The Canadian Federation of Labor, which was formed in Kitchener, Ontario, in September, 1902, was first known as the National Trades and Labor Congress. Its organization was the outcome of the action of the Trades and Labor Congress of

Canada in amending its constitution so as to exclude from representation Knights of Labor branches and national unions where internationals of the same craft existed. In September, 1908, the body was reorganized, the name changed to its present form, and a new constitution adopted. The following are excerpts from the preamble of the constitution:—

In studying the history of the present time, Canadian workers cannot fail to be impressed with the imperative necessity of protection, both in their relationship to capital in the hands of the organized employing class, and in the autocratic domination of trades unionism and its policy exercised by the present system of internationalism.

By the forming of the Canadian Federation of Labor we hereby declare that we fully realize the necessity of Canadian workers organizing into Canadian national unions for the protection and promotion of their best interests, and this federation stands pledged to use every honorable effort in organizing Canadian labor along these lines, to the end that we may influence the various branches of governments in support of such legislation as may be beneficial and in securing the defeat of all laws opposed to the best interests of the industrial masses.

We declare it to be in the best interests of Canadian labor to organize along national lines and thus foster the spirit of our Canadian nationality.

The President is M. F. Tumpane, 545 Shaw Street, Toronto, and the Secretary is Charles E. Clay, 97 Westminister Avenue, Toronto.

The One Big Union.

The One Big Union is not a craft union according to ordinary usage of the term, although it is largely made up of tradesmen or craftsmen. The distinction between the One Big Union and the trade or craft unions is thus put in "Background of Present Industrial Problems," by Francis Hankin, lecturer in the Dept. of Social Service, McGill University:—

Of late years a new type of unionism has been gaining ground. This is called industrial unionism. It differs from trade or craft unionism, which is based upon the organization into one union of all the workers in a particular occupation or craft (for example, bricklayers, boilermakers or machinists), irrespective of the many industries in which their services may be used. Industrial unionism is based upon the principle that all the workers, skilled or unskilled, engaged in a particular industry such as the building trade, or the metal trades, shall be federated together.

There are two ways in which this may be achieved. The first is by an extension of the trade or craft union, and is secured by the formation of a trade council such as the Building Trades Council, to which the various trade unions engaged in the building trades (for example, the painters, carpenters, bricklayers, plasterers, etc.) send delegates. This central council, instead of the individual trade unions as formerly, is the body with which negotiations are carried on by the employers.

The other plan for achieving the same end is that of the One Big Union. . . . It consists in the organization into one body of all workers, skilled and unskilled, of whatever craft. Each particular industry is supervised by a committee. A bitter conflict has taken place between the advocates of the two systems of industrial unionism has taken place recently in Canada.

The preamble to the constitution of the One Big Union reads:—

Modern industrial society is divided into two classes, those who possess and do not produce, and those who produce and do not possess. Alongside this main division all other classifications fade into insignificance. Between these two classes a continual struggle takes place. As with buyers and sellers of any commodity there exists a struggle on the one hand of the buyer to buy as cheaply as possible, and on the other, of the seller to sell for as much as possible, so with the buyers and sellers of labour power. In the struggle over the purchase and sale of labor power the buyers are always masters—the sellers always workers. From this fact arises the inevitable class struggle.

As industry develops and ownership becomes concentrated more and more into fewer hands; as the control of the economic forces of society become more and more the sole property of imperialistic finance, it becomes apparent that the workers, in order to sell their labour power with any degree of success, must extend their forms of organization in accordance with changing industrial methods. They are compelled to educate themselves in preparation for the social change which economic developments will produce whether they seek it or not.

The One Big Union, therefore, seeks to organize the wage worker, not according to craft, but according to industry; according to class and class needs; and calls upon all workers to organize irrespective of nationality, sex, or craft, into a workers' organization, so that they may be enabled to more successfully carry on the everyday fight over wages, hours of work, etc., and prepare ourselves for the day when production for profit shall be replaced by production for use.

Most of the O. B. U. strength is in Winnipeg and other points further west, although organization is claimed in all provinces. A total Canadian membership of about 40,000 is officially claimed. The O. B. U. has no affiliations with any other group of unionists in the country. The O. B. U. and the A. F. of L. are definitely opposed to the form and functions of one another, the O. B. U. regarding the A. F. of L. as an antiquated and bureaucratic "machine," and the A. F. of L. regarding the O. B. U. as a radical organization dangerous to the labor movement and the community generally.

The General Secretary is V. R. Midgley, Roblin Hotel, Winnipeg, Man.

Catholic and National Unions.

According to Gerard Tremblay, Organizing Secretary, 3 Craig Street East, Montreal, the Congres des Syndicats Catholiques et Nationaux (Congress of Catholic and National Unions) is an independent organization made up of a number of trade union locals in Montreal, Quebec, Three Rivers and other places in the Province of Quebec, working along lines similar to those of most other trade unions, with the exception that they are Catholic because unionism involves moral and religious as well as economic questions, and National because they view things from a patriotic standpoint and object to paying dues to and receiving direction from international unions with headquarters in a foreign country. The Congress is French and Catholic, "but Protestants and Jews are accepted as 'associate' members," though they cannot

be elected to office. Mr. Tremblay also said that there were "several" Protestants amongst the members, who totalled 40,000, with 20,000 of these in the city of Quebec and 5000 in the city of Montreal.

The draft constitution for locals says that the organization is for "the protection and development of the trade interests, moral and religious, of the members, all to be in conformity with justice and honor." The Congress has chaplains. Rev. Maxine Fortier is Quebec Chaplain and Rev. Edmond Hebert is Montreal Chaplain.

Many international trade unionists look on the Catholic and National Unions as being, at best, sectional efforts injuring the solidarity of the labor movement, and violations of the established principle that there shall be no barriers of race, language or creed within the movement.

The President is Gandiose Hebert, Quebec, the Secretary is J. E. A. Pin, 270 De la Reine, Quebec, and the Treasurer is J. B. Beaudoin, 510 Gifford Street, Montreal.

OUR LONDON LETTER

Railmen Threaten Strike to Protect Irish Members

(From Our London Correspondent).

London.

RAILWAYMEN throughout Great Britain are thinking and feeling deeply about the Irish situation and their views have been crystallized by what is known as the Mallow incident.

A police inspector and his wife were shot outside Mallow railway depot. The woman died. As a reprisal, apparently, the "Black and Tans," as the police auxiliaries are called because of the color of their uniform, hurried to the scene.

According to John Bromley, secretary of the Associated Society of Locomotive Engineers and Firemen, all the railway workers in the station were rounded up and fired on, two being killed. Indignation in the union became intense. The executive instructed that the Prime Minister be written to, stating that unless an inquiry was instituted and safeguards given to railwaymen for the future, a national strike in this country as well as in Ireland would be called.

Lloyd George replied by next post to say that he had asked the authorities in Ireland to send him information.

It did not satisfy the railwaymen by a very long chalk. They communicated with the National Union of Railwaymen which is an all-grades union of half a million workers and it summoned a general delegate meeting. The upshot of that was a declaration that there should be an inquiry, not only into Mallow, but into the whole business of the Government's mismanagement of Ireland, and that J. H. Thomas, the general secretary, was instructed to raise the issue in Parliament.

The railway clerks took the same line of endorsing the inquiry demand, although they uttered no strike threat.

John Bromley has been quite plain about his position and that of his

men. These are his own words:

"We have made preparations. We have already decided the day and hour of stoppage and our men are particularly loyal.

"This is not a question of railway management," he went on. "It is a question of humanity, a question of saving human lives, and, incidentally, of establishing the honor of our own organization and possibly helping to save the honor of our nation.

"We are not taking this step for the fun of the thing, we are not doing it for devilment, and we are not doing it on a political question. We know that a number of people have been killed in Ireland, both by the Irish rebel soldiers and by the armed forces of the Crown. That is regrettable. But now there has arisen a different situation. At Mallow a police inspector and his wife were shot somewhere near the railway, and because of that our fellows were rounded up, questioned and then marched into the public highway, told to run for it, and immediately they started were shot down in cold blood by the Black and Tans. We cannot and we will not stand that."

The Next Move.

At the moment the next move is with the Government. Unless they do the square thing by the railwaymen, there will be a strike within a few days, of that there need be no doubt.

The building operatives have decided with no uncertain voice to have nothing to do with the Government's proposals for the dilution of the industry by the introduction of 50,000 ex-service men. All the unions affiliated to the National Federation of Building Trades Operatives took a ballot of their members, which resulted in 2,500 votes for, and 310,000 votes against the proposals. It is worth while pointing out that these figures include the votes of at least 50,000 ex-service men. The executive of the federation communicated this decision to the Minister of Labor, together with a statement giving the reasons for their attitude. They reiterate the contention

"Company Unions."

There are some examples in Canada of what are termed "company unions" that is, organizations comprised of some or all of the employees of one firm, organized with the approval and co-operation (and usually at the behest) of the management of the firm. They have no connection with the organized labor movement, which regards them as patronizing and employer-controlled makeshifts for the free and independent effectiveness of trade unions proper. Membership of "company unions" is negligible as compared to the membership of trade unions.

Labor and Other Parties.

Dominion, Provincial or Independent Labor, Socialist or Democratic Parties have no official connection with the Canadian labor movement as represented by the great bulk of Canadian trade unionists. These parties are open to non-unionists as well as to unionists. The American Federation of Labor, the Trades and Labor Congress of Canada, and the Railroad Brotherhoods are non-partisan and non-sectional in politics.

which they have maintained throughout the negotiations — that there has been an ample supply of labor to meet all requirements. At the present time, there are, roughly, 50,000 building trade operatives out of work. One of the most contentious points has been the alleged shortage of bricklayers. The Federation points out that 25,000 skilled bricklayers left the trade during the war, and that they are now returning in large numbers every week; 9,000 were absorbed during 1920, and they anticipate an additional 5,000 to 6,000 during the next few months. In addition the bricklayers have accepted many apprentices and disabled ex-service men in the last month or two. They show with apprehension the proposed reduction of the Government's housing commitments, and urge the Government to carry out its full programme so as

to absorb the unemployed, and in the interests of the nation's wealth, they ask that the present unemployed should be sustained, in accordance with the programme of the Labor Party, from that section which amassed huge fortunes out of the nation's needs during the war. In conclusion, the Federation points out that no solution of the present problem can be found by putting one of the present unemployed in a job and discharging a person already there.

All Records Broken.

The annual report and balance sheets of the Shop Assistant's Union, which are being drafted, shows that all records were broken in 1920 in regard to membership, income, accumulated funds, benefits paid to members and wages increases secured.

Last year the income was \$524,345, an increase of \$177,930 com-

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pared with 1919. The trade union funds have increased by \$128,580 to \$639,325, while the combined accumulated funds (trade union and health insurance and reserve values) stand at \$3,281,335, an increase of \$200,090.

Combined benefits paid totalled \$252,820, an increase of nearly \$90,000. Wage increases obtained by negotiations have amounted to \$16,523,125, compared with \$12,821,835 in 1919 and \$15,263,780 in 1918. During the last three years the wage increases total \$134,608,740.

The membership of the union is many thousands in advance of any previous year.

Ramsay Macdonald, one of the best speakers and staunchest fighters Labor has over here, appears likely to be sent to Parliament again. He is contesting the East Woolwich division which houses a large share of Arsenal workmen, and all the wards of which, but two, returned Labor representatives to the local council. "Mac's" voice is badly needed by the Party in the House.

Will Crooks Retires.

The vacancy is caused by the retirement of splendid old Will Crooks, who is the best loved Labor man in the country. He is in very feeble health, but cheery to the last.

All the land respects Will Crooks and the testimonial fund being raised for him has the patronage, besides that of Labor chiefs, of three Premiers, Lloyd George, Asquith and Balfour.

Crooks began his public work a full generation ago. In his boyhood he suffered with his family much privation, an accident having rendered

his father incapable of working. Most of his life has been lived in Poplar, and his home there has always been open to those in trouble and none has ever been turned away. Elected a member of the L. C. C. in 1893, and a Member of Parliament for Woolwich in 1903, Mr. Crooks has been a trade unionist for nearly sixty years, a poor law guardian, a borough councillor and mayor of his own borough — the first working class mayor in this country. No man of his time has done more to awaken the conscience of the nation upon social conditions; he has pleaded the cause of the poor on thousands of platforms, as well as in Parliament. It can indeed be truthfully said that he has devoted his whole life to that cause; but also aided to the limit of his strength every other good cause. This platform work and constant travelling, says the fund appeal issued from Labor headquarters, helped to undermine his health. In the first fifteen months of the war he travelled over 50,000 miles, addressed often as many as thirty meetings a week. It was during the war that his health received a final shattering blow; he was beginning slowly to recover strength after an operation in November, 1916, when in June, 1917, he witnessed the dreadful results of a German bomb falling on a school in Poplar. The terrible scene, in which eighteen little children were killed, appeared to shatter his nerves and he has never recovered from the shock.

During the last four years of sickness he has struggled to regain health and to resume his public work; but the truth has now been

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forced upon him that he will never again speak from a public platform. Many thousands of people throughout the country who have been moved by his pathos and cheered by his humor will learn with sorrow that his voice is to be heard no more.

I have known Crooks personally for eighteen years and can testify that his first thought has always been for others. I was with him at the first meeting of his first Parliamentary election campaign. It was a miserably wet day and he was going to address an open air meeting. He turned to me and said, "Isn't it a shame that decent fellows should have to stand out in the wet on a day like this to listen to a bloke like me?"

That was Will Crooks all over and all the time.

—Ethelbert Pogson.

INDUSTRIAL NOTES.

Montreal Administrative Commission peremptorily refused the request of an unemployed delegation for cash doles.

Moulders in several Toronto foundries are now working a 50 hour week, and have accepted a cut of from 10 to 15 per cent in wages.

The Railway Association of Canada has applied to the Railway Commission to sanction surcharges on international passenger traffic.

New construction to the value of \$300,000,000 will be undertaken in Canada this year, according to the prediction of the MacLean Building Reports, Limited.

Machinists of Hamilton at a mass meeting passed resolutions protesting against the attempt of local manufacturers to lengthen hours and reduce wages.

According to a decision of the Dominion Railway Board, freight rates on hard liquor will be increased, on less than carload lots to double first class rates, and on carload lots to third class.

Brockville Trades and Labor Council has nominated for the vacancy on the Board of Railway Commissioners, Calvin Lawrence of St. Thomas, legislative representative of the Brotherhood of Locomotive Engineers.

Hearty endorsement of the plan of joint conferences between employers and employed was voiced at a meeting called by the Department of Labor attended by representatives of a number of large firms which

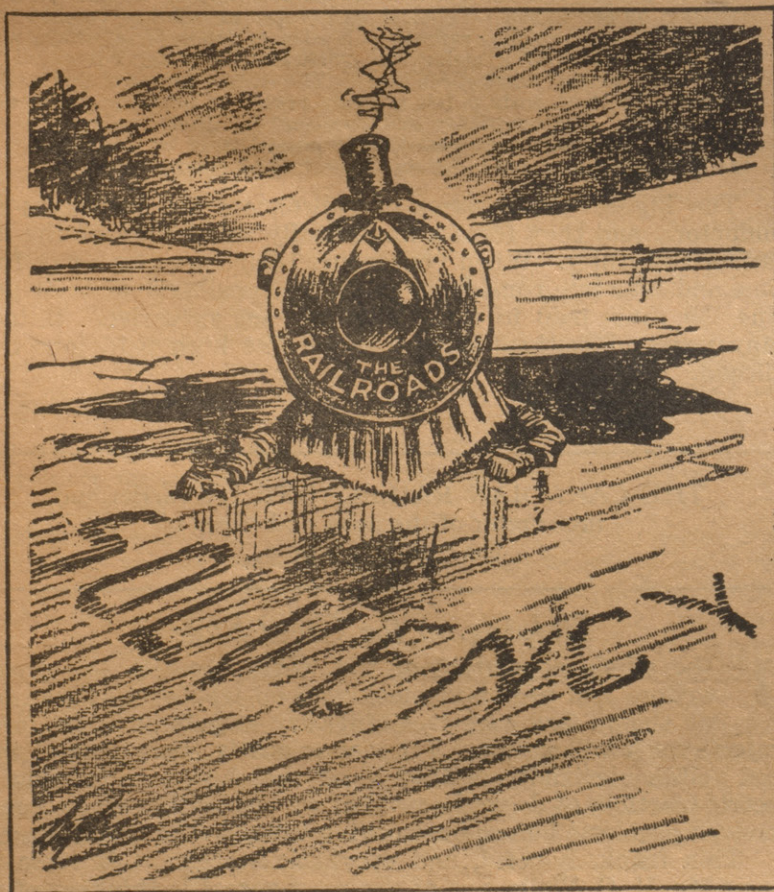
have in effect, or in contemplation plans for works committees or industrial councils.

G. D. Loomis and Sons of Montreal, who are building the hydro-electric works for the Nova Scotia Power Commission, have reduced wafies of unskilled laborers 4 cents an hour to 36 cents, and skilled men ten cents, making their range 40 to 60 cents. The company has reduced the board charge from \$8 to \$7.50 a week.

Millions will accrue to the Ontario Government from the lease of the English River timber limits by the R. W. Backus interests, as Government dues, in addition to the \$50,100 tender accepted, are ten million dollars. The concern will have to invest at least \$12,000,000 in pulp and paper mills, sawmills, railways and power plants.

Canadian Express Co's employees, to the number of 1,700, will receive increases ranging from \$9 to \$20 a month by an award made by the Board of Conciliation. The minimum wage is fixed at \$60 a month, and the overtime rates which the company has been paying are doubled. The total increase approximates \$135,000.

AN ANTI-LABOR VIEW OF THE DIFFICULTY OF THE U. S. RAILROADS



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Incorporated under Dominion Letters Patent.
April, 1919.

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GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

Gazette "Seeing Things"

THE quotations are from a Montreal Gazette editorial, and the other remarks are not from the Gazette:—

"The Dominion Government is reported to be considering the demands of the Dominion Trades Congress for class legislation."

Class legislation on behalf of the largest class in the community with the possible exception of the farmers, as distinguished from the older class legislation for a handful of men.

"The programme which was submitted to the Government by representatives of the Congress has already been discussed, but certain of its features seem worthy of emphasis, more especially if there is a real danger that the Government may seek to achieve something in the field of what is called practical politics, by granting, in part, the demands of labor, in the belief that political support can be secured from labor in that way. Never was there a greater fallacy. Organized labor does not give, it takes, and there is nothing in its manners or its customs or its history resembling a disposition to acknowledge favors received, much less to return them."

Organized labor has never received any favors and seeks none. It has won a few rights after an immense amount of trouble with the reactionaries, and seeks a few more rights which it will eventually get, the Gazette notwithstanding.

"What the Government can do, and what there seems some possibility of its doing, is to estrange the public support which it now has, in an effort to purchase a class support which it cannot get, for it may rest assured that a concession to organized labor in the present state of public opinion, when labor costs are threatening the strangulation of industry, is the last thing that the public are prepared to tolerate."

What does the Gazette know about the present state of public opinion? Has it any first-hand information on the subject, or is it merely crediting the public with the opinions that the Gazette thinks the public ought to have? Does the Gazette really know the opinion of that part of public opinion which is concentrated in its own office, not to speak of public opinion generally?

"The demands of organized labor, as set forth in the memorandum served upon the Government, are demands made upon the Canadian people and upon Canadian industry."

More correctly, demands made by the people for the people, because the organized labor movement represents a considerable section of the people, and it is not clear who the Gazette editorial writer is speaking for other than himself.

"The demand for the enactment of a federal eight-hour day law is repeated. The Government has made it quite clear that this is a matter which, under the provisions of the constitution, rests within the exclusive legislative jurisdiction of the provinces, but organized labor looks upon a constitutional difficulty as an opportunity rather than an obstacle. If the constitution of the country stands in the way, so much the worse for it. In Russia it was removed *holus bolus*; in Canada it is to go piecemeal, as the interests of organized labor require, beginning with the elimination of the restriction against federal inter-

ference in matters of property and civil rights. There is nothing astonishing about this; it is part of the doctrine and practice of Socialism whether national or international."

Fortunately for the Gazette, the organized labor movement is not socialistic or sovietistic. If it were, the Gazette editorial writer would not be writing anti-labor editorials. He might be digging drains instead. The socialists and the sovietists have a distinct grudge against the organized labor movement because it isn't what the Gazette says it is. The labor movement strikes a balanced pace between those who want to move too quickly and those who object to moving at all. Really, the Gazette owes the labor movement a lot for the protection it gives to the Gazette. The Gazette is most ungrateful. If the Gazette is really worrying about the poor old contribution being at the mercy of organized labor, somebody should tuck it in its little bed and sing "Mama's Baby Boy." Nursie has been frightening it with those bogeymen stories again.

"It is perfectly in accord with the demand for unemployment and under-employment insurance at the expense of every class except the beneficiary, and with the demand, now repeated, for the repeal of the law enacted at the time of the Winnipeg uprising, a law which renders the preaching of sedition unsafe in Canada."

Unemployment and under-employment are already at the expense of the community, and mighty expensive things they are, socially and economically. The expense would be reduced by insurance. The labor movement is not seeking repeal of a law rendering preaching of sedition unsafe. It is seeking repeal of a law which prevent criticism of the government and under which it is possible to deport British subjects for using the right of free speech.

"Canadian industrial conditions do not warrant or justify legislation in the interest of organized labor. The process of readjustment which must precede the restoration of normal conditions in industry is being hampered and delayed by the refusal of organized labor to do its share. Labor leaders, and notably Mr. Tom Moore, have set their faces against the reasonable wage-reductions which must come with falling prices if industry is to be maintained. Wage scales established under abnormal conditions cannot be maintained for the sole benefit of organized labor when other costs are falling, and the sooner that fact is recognized by labor, the sooner will the dangers of readjustment pass, the sooner will there be employment for all, and depression will make way for prosperity in industry."

Cost of living shot up 112 per cent since 1914. Wages shot up 15 to 75 per cent. Cost of living has gone down recently in some things and gone up in others, notably rent. Wages are still 37 to 97 per cent behind the game. Further reduction would be more likely to bring revolt than readjustment. The sovietists the Gazette talks about, but whose location it is hazy about, like that sort of "readjustment." It brings them nearer to their pet fancies.

"In this respect the position of the railways of Canada affords a striking object lesson. Political exigencies in another country have fastened upon Canadian railway a burden of labor costs which, whatever may be said of it under war conditions, is to-day out of all just proportion to the service rendered. The strain imposed upon transportation by these costs is felt in every branch of industry and in every walk of life. The temporary and abnormal conditions upon which railway wage increases were based, have passed away or are passing, but the burden remains and is felt in the cost of all commodities."

The highest-paid classes of railroaders are engineers and conductors, and they form a numerically small class of the railroading fraternity. When you deduct their expenses away from home and take into consideration the responsibility of their positions the rates paid to these men are not excessive. It takes many years of faithful service to get the high paid jobs on a railroad.

—Kennedy Crone.

THE CANADIAN RAILROADER is a carrier and interpreter of the news and views of the common people.

Helping on the Great State

IF the whole population of the world came to the present writers and promised meekly to do whatever it was told, we should find ourselves still very largely at a loss in our projects for a millennium. Yet just as nearly every man at work upon voltaic electricity in 1850 knew that he was preparing for electric traction, so do we know that we are, with a whole row of unsolved problems before us, working towards the Great State."

This frank, hopeful, and prophetic statement is from the pen of Mr. H. G. Wells, one of the most versatile thinkers of our time. Its candor is refreshing in these days when the course of progress and the pathway of reform are beset by so painfully

many cranks and faddists, and where dreamers and visionaries—good honest souls very often, but still dreamers and visionaries—trip and entangle one another, and fill the air with a babel of wrangling that is the despair of the student of economics, and that drives the average man, temporarily roused from his lethargy by the stupendous events of the last six years, back again to his customary cynical indifference and resigned acceptance of "what is, is best."

Yet Mr. Wells' message, while candid, is full of hope and even of prophecy. Every man who is striving honestly, and to the best of his ability, to grapple with the problems of the day, and endeavoring to bring about a better order of society may take courage—even as we of the "Railroader" take courage. For we know surely and certainly that we are, as Mr. Wells puts it, "working towards the Great State."

We are striving for a State that will be primarily concerned, in the first instance, in seeing that its citizens are fed and clothed and housed and educated; a State in which a Laboring Class, as we understand the term, a class doomed from the cradle to the grave to toil at one specific occupation no matter how dirty, or disagreeable, or dangerous—to toil at such task till it can toil no more—will not exist at all; a State in which there will be real co-operation, real co-ordination, real management, real organization, and where the fear of want (one of the most ghastly of all fears) will be utterly unknown. This is what we hope for. And to have helped toward such an end, even in a humble way, will be something.

—George Daniels.



OLD GROUCH says: "The woman next door claims her cat is a musical beast. I know it is a beast of a musician."

Canadian Paper's View of Indictment of Journalism

UPTON Sinclair's book, "The Brass Check," an indictment of the public press of the United States, and, by inference, of the Canadian press, which was reviewed in a recent issue of the *Railroader*, has drawn interesting comment from the Grain Grower's Guide of Winnipeg. It was thought in some quarters that the *Railroader* review was pretty frank stuff, but evidently the Guide is just as frank. The Guide's review follows:

THE BRASS CHECK.

WITH the above title, Upton Sinclair, famous as the author of "The Jungle," has written a book on "A Study of American Journalism." Complaints about the press and the handling of news to accommodate particular interests are common enough, especially in movements that are not welcome to Big Business, and which are pretty much at the mercy of the daily press so far as publicity goes.

Digging into the causes of these complaints was a job that just suited the genius and temperament of Upton Sinclair, and in "The Brass Check," he lays bare to the gaze of the enquiring and the curious, the methods of the American press under the pressure of capitalistic interest as effectively and as sensationally as he did those of the Chicago packers and the Colorado coal magnates.

News and Business.

There are two sides to a newspaper; the side that the public sees and the side that it doesn't—the news side and the business side, and

it is a matter of no small importance to realize that the business office of a modern newspaper is—well, a business office run on strictly business principles, which means making money, and as money can only be got from those that have it, it should not be surprising that the general attitude of the paper is influenced by that important consideration. The extent to which it is influenced is disclosed in this book, and it is an astounding revelation.

Newspapers which might have been thought by their editorial columns to be standing firmly on the impregnable rock of truth, are shown to be more or less subservient to the sources of their revenue, and news-collecting agencies that pose before the people as monuments of impartiality in their dissemination of the news, are convicted not only of partiality but of a deliberate misrepresentation or suppression of facts that are needed to gain a correct idea of the event described.

Sinclair uses the material he has collected in a very effective manner,

but his facts are of unequal value. Manipulation of News.

As might be expected it is in connection with labor disputes and the labor and socialist movement that he finds the greatest evidence of manipulation of the news, an editorial opinion that has little regard for the truth, and in these cases he has little difficulty in establishing his case.

In other cases he ignores the personal equation. Reporters are but human, and it would be indeed surprising if they did not occasionally inject into their stories something of their own prejudices and predilections.

It is, moreover, a well-known fact that no two individuals see an event in precisely the same way, and it is hardly fair to accuse a newspaper man of untruthfulness because his story is not as exact as a moving-picture photograph of a given event, or if he fails to catch the drift of a speaker's remarks. Reporters are not infallible, and not all of them understand the labor or socialist philosophy, or know when they are misrepresenting.

Modern Capitalism.

With this kind word for the reporter, however, it has to be admitted that back of the great institution of the daily press there stands the giant of modern capitalism demanding respect and prepared to utilize every ounce of his strength to secure it.

There is no more interesting chapter in the book than that in which is related the strangulation of magazines that set out to tell the truth and to lay before the people the malodorous facts of American economic and political conditions.

It is perfectly true that on this continent the journal which sets out to champion the cause of the people against vested interest and special privilege, and to advocate reforms that threaten the domination of wealth, has a hard row to hoe, and as a rule is either strangled by a boycott or seduced by a bribe.

Independent journalism is a strictly relative term; independence can barely exist where economic power is all against it. Only where there

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is a clientele of determined supporters of a paper or magazine can there be real independence, and this obtains only where a paper serves a numerically strong movement.

Truth as to Events.

"The Brass Check" gives the proof of this, and if it only awakens the people to a realization of their dependence in the matter of information on all those events which are both the effect and the cause of national policies, which are the result of past and shape the course of all future social movements, and thus vitally affect the lives of the whole of the people, it will have accomplished much.

Freedom and honesty in discussion and the truth as to events, are essential to human progress, and neither the one nor the other is possible where powerful interests control the economic life of the country.

Sinclair, however, had an easier task to compel attention to the claims of humanity in the packing industry through "The Jungle" than he has in the problem presented in "The Brass Check." Walter Lippmann made a starting exposure of the news columns of the New York Times with respect to Russia, but it may be doubted if it made any impression upon the Times or even if it reached any considerable number of the Times' readers.

TELLING HER.

She—What is a dairy lunch?

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Co-operative Colony for Women

(From our own correspondent)

Glasgow.

HERE is a general agreement, alike among sound economists, responsible statesmen, and practical men and women of affairs, that our present most urgent need is increased production in every department of our national activities. In no connection has this been brought home to us more emphatically than in regard to the nation's food. One of the most urgent questions at the present time is how best to develop to the utmost the sources of our national food supply. The whole nation received a rude awakening during the war as to the parlous state of our resources in this respect, and, in consequence, agriculture, for long the Cinderella among our national industries, at once became the object of special solicitude on the part of both government and people.

All schemes for the training and settlement of workers on the land are now recognized to be matters of vital interest and importance.

In this connection attention may be drawn to the immense possibilities which lie in the direction of labor, farm, and small holding colonies generally. It must be confessed that in this field Britain has hitherto lagged behind Continental nations, conspicuously and deplorably, and in Scotland especially, with few exceptions, such as the highly successful labor colony of the Glasgow Burgh Distress Committee at Palacerigg and a few others, we have little to show.

While the various forms of farm and labor colonies, and the uses to which they might be put in dealing with unemployment and the curative treatment of the morally and physically diseased in the community, would repay study, I wish to confine myself here to the colony in its relation to women's work.

Women on the Land.

Since the war a number of schemes for training and employing women on land work have been started in England, and are showing good results. It is highly desirable that an effort along similar lines should now be made in Scotland.

The Scottish Council for Women's Trades have for several years been interesting themselves actively in outlets for women on the land. They were anxious to see women trained not so much for temporary work on farms, for which there will now be a comparatively decreasing demand but rather for some form of permanent settlement on the land—e.g., as the occupants and ultimately the owners of small holdings. With this object in view the council made a careful and extended inquiry, both in Scotland and England, as to agri-

cultural work and training for women. In the course of this various experiments were investigated, and opinion was collected from a number of eminent authorities in both countries.

The main results of this inquiry were embodied in a report which has been published, while the special recommendations of the council were gathered up in a memorandum submitted to the Secretary for Scotland by the chairman of the council, the very Rev. Principal Sir George Adam Smith; the late Mr. R. L. Bremner, chairman of the executive; and the general secretary, and giving the outlines of an experimental scheme for the establishment of a small holdings colony for women, combined with a training centre.

Under this scheme it was proposed that, as a pioneer experiment, a small estate should be taken; that this should include a house which could be used as a residence for women students and their practical training; that a proportion of the ground should be reserved for training purposes; that the remainder should be held over to be parcelled out later in small holdings of varying sizes, to which the women students, after being trained and tested, could be passed on for permanent settlement. Considerable latitude might be allowed, within certain limits, for the taste and aptitude of the individual settlers, but it was proposed that the women should be trained more especially for fruit-growing, poultry and pig rearing, and bee keeping—the four lines which agricultural experts agree are the best suited for the activities of women.

Form of Intensive Culture.

Not only does the small holdings schemes offer special possibilities for utilizing the activities, but leading authorities are agreed in regarding it as a sound agricultural policy for developing the resources of the land. With proper management the small holdings yields a proportionately large production than the big farm. It may, therefore, be regarded as a form of intensive culture—although not in the strictly technical sense—because of the relatively greater amount of labor and attention which is usually bestowed on every acre of the small holding.

When we consider that a scheme of small holdings would allow such a choice of occupation to the respective settlers as poultry and dairy farming, pig rearing, fruit growing, and the various processes of preserving the same, market gardening, bee keeping, horticulture, herb growing, and the raising of various other small crops and stocks and also of several supplementary industries, it may be conceded that such a scheme offers a specially wide range for the employment of women of varying qualification, training, and needs.

In the opinion of the council such a scheme ought to combine three main features:—

(1) Provision for the practical training of women and for testing their suitability before they are launched permanently as settlers.

(b) Provision for the permanent settlement on the land for suitable students after they have been trained and tested.

(c) To insure success, it is essential that such a scheme should be carried out on the co-operative colony system. This would admit of the collective purchase of the more expensive machines and implements, the transport and marketing of produce, the exchange of advice and supplementary labor, certain economies in management and administration, and last, but not least, it would insure some social life and a stimulating community of interest for the small holders. It is the lack of this last which is so often complained of by the isolated small-holders, and which has stood in the way of his success.

Training and Permanency.

There is reason to believe that if some scheme of training which would carry with it the prospect of permanent settlement on the land for women as the owners of small holdings, as distinguished from temporary employment at isolated farms, could be established, we should be able to attract a reliable type of worker—women possessing energy, intelligence, steadfastness of purpose, and a sense of moral responsibility.

If such a colony were established it would provide for the four following classes of workers:—

1. The women who would train for permanent settlement on the land as the owners of small holdings.
2. Young girls of the industrial class willing to train for domestic service on farms, and for whom there is a large and urgent demand.
3. Seasonal workers and others in the big cities who periodically fall out of employment, and who, under some organized scheme such as this, might be provided with temporary work, practically throughout the entire year in the cultivation and harvesting of the various crops.

4. Women who require to be trained for a life in the Colonies; also women among the families of our discharged sailors and soldiers who desire agricultural training to fit them for land settlement schemes in co-operation with their men folk, both at home and over the seas.

Scheme Approved by Council.

The Scottish Council for Women's Trades brought their scheme before both the Scottish Board of Agriculture and the Scottish Office some time ago. They received the approval of the former as to its practicability, while the chief difficulty urged by the latter was a doubt as to whether women could be found in sufficient numbers to take advantage of such a scheme. It was also brought be-

fore a largely attended conference of Scottish members of parliament, who gave it a very favorable reception.

Meantime the council feel encouraged by the fact that the Government have paid them the compliment of adopting the main feature of their scheme and applying them for the use of men. They also note that the recommendations made by the Women Commissioners who went to Canada to inquire into agriculture outlets for women there follow to a remarkable extent the main lines of their own suggestions, and I observed some time ago an extract from the interesting and helpful report of the Committee on Women in Agriculture in Scotland, of which Mrs. Charles Douglas is chairman, recommendations which are very much in accord with the aims of the council under their co-operative small holdings colony scheme.

Since making their proposals known, the council have received many applications and inquiries from suitable women. They are anxious, however, to make the scheme still more widely known, so as (a) to ascertain more definitely the need among women for such a colony, and (b) the prospect of obtaining support from the public either for the starting of such a colony as a private enterprise or for urging its claims on the Government.

—James Gibson.

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The Strike in Nova Scotia

A Statement by Officers of Railroad Organizations

The strike of the engineers, firemen, conductors and brakemen employed by The Dominion Iron & Steel Company and the Nova Scotia Steel & Coal Company continues at this writing.

The story of the strike was explained in detail in the issue of January 22nd, but in order to emphasize the arbitrary action of the two corporations and the comparatively low wage paid to the employees affected, it is believed a further review will be interesting and timely.

The employees of the companies affected endeavored to secure a wage rate that would be equal to, or closer to, the going rate paid for like service by the railways than was being paid by the companies approached. The representatives of the employees proposed that a Board of Investigation be appointed, composed of the six railway officials representing the Canadian railroads on Canadian Railway Board of Adjustment No. 1, and agreed to abide by whatever decision might be rendered by that Board, but the Nova Scotia Steel & Coal Company, with which negotiations were being directly conducted, refused to have anything to do with the proposition. When all of the efforts of the employees to bring about an adjustment of their differences failed, application was made to the Department of Labor under date of November 1st, 1920, for a Board of Conciliation and Investigation under the provisions of the Industrial Disputes Investigation Act, 1907, and under date of November 10, 1920, the employees were advised by the Registrar that the property in question did not come under the provisions of the Act, although it has been declared to be a railway by the Attorney General's Department of the Provincial Government, of Nova Scotia.

The final effort on the part of the men and its failure to secure an investigation and possible adjustment of their demands left them without further recourse, except to leave the service of the Company. It was quite apparent that if negotiations could not be concluded with The Nova Scotia Steel & Coal Company, recognized as a railway, it would be futile to attempt to do anything of the kind with The Dominion Iron & Steel Company. Therefore, in the firm belief that there was every justification for their decision, the employees of these companies decided that a strike be declared against both of them on November 22, 1920, which strike is still in effect.

The Sydney & Louisburg Railway and the Cumberland Railway & Coal Company are owned and controlled by The Dominion Iron & Steel Company. November 29, 1920, the yard and road employees of the Sydney & Louisburg Railway were conceded standard wage rates. December 7, 1920, the same classes of employees on the Cumberland Railway & Coal Company were allowed standard rates of pay. Bear in mind that the engineers, firemen, conductors and yardmen of The Dominion Iron & Steel Company, the Sydney & Louisburg Railway, and the Cumberland Railway & Coal Company are all working for the same corporation, namely: The Dominion Coal Company. Railroad employees of The Dominion Iron & Steel Company perform exactly the same classes of switching service as other railroad men handling cars in yards perform, while the work is more hazardous because of the dangerous conditions incident to inside work in steel industries, and because of inadequate and unsafe equipment.

The rates of pay will not bear comparison. Standard hourly rates in yard services are: Engineers 88c., firemen 70c., conductors 88c., brakemen 81c., with time and one-half for overtime after eight hours. The hourly rates paid by the Dominion Iron & Steel Company for yard service are: Engineers 64c., firemen 50c., conductors 60c., brakemen 50c., without extra compensation for overtime. The rates paid by the Nova Scotia Steel & Coal Company in yard service are: Engineers 57c., firemen 44c., conductors 50c., brakemen 44c., with no extra allowances for overtime. The employees of the two steel corporations were on a 12 hour day basis. Taking, by comparison, the standard hourly rates with time and one-half for overtime, and the rates paid by the steel corporations without time and one-half after eight hours, it will be seen that the wage rates paid by the two corporations involved approximate 50 per cent of the standard rates paid on Canadian railways.

Reference to the earnings of these two corporations will show that they were enormously increased during the period of the war. They also will show that during that period dividend allowances on common and in some instances on preferred stock, were increased, and that they have not decreased since that time.

Wages in every other class of service in Canada were considerably increased, and in addition to wage increases there was a general decrease in the hours of service to the effect that a

uniform eight hour day became generally operative with time and one-half for all time worked in excess of eight hours. The men in railway service on the properties of the two steel corporations involved made request for increased rates of pay and the shorter work day, but they were denied, and believing that they were wholly justified in attempting to force the issue, they decided that rather than to continue to work under such disadvantageous conditions they would leave the service of their employers and take their chances of forcing the demanded and justifiable increase in wages and reduction in the number of hours, before which overtime rates should become effective.

These employees, as has been stated, were required to work on a 12 hour day basis. Standard railway conditions require men to work eight hours a day with pay at time and one-half rates for all time worked in excess of eight hours. It is herein shown that the hourly rates paid the steel corporation employees were far below standard, and without time and one-half for overtime their wages were approximately 50 per cent of the standard rates, which is an injustice that should appeal to every citizen of Canada.

The steel corporations set up the claim that the men were not railway employees and in consequence were not entitled to the same consideration as railway employees. Other steel companies in Canada, the largest of which is the Algoma Steel Corporation, paid the standard going rate for railway employees until after the strike of the steel corporations in Nova Scotia prompted them to ask a reduction in wages following an agreement made November 1st, 1920, in which the Algoma Steel Company agreed to maintain standard rates and service conditions for one year.

This is one of the lamentable after-effects of the arbitrary refusal of the Nova Scotia steel companies to deal justly with their employees.

At the beginning of the strike the steel companies protested vigorously through the press that the men had not treated them fairly, that they did not give them sufficient opportunity to get ready for the strike. The steel companies did not expect their men would leave the service. They depended upon the rather isolated location of their plants, and the fact that the majority of the men interested were married and had their homes at Sydney and Sydney Mines, and that it would be almost impossible for them to go elsewhere in search of other employment.

To state the case plainly will be to say that they believed they had the advantage and they forced the strike. The men were fully justified in leaving the service at a time that would place them in a position of advantage if it were possible to do so.

A review of the earnings of The Dominion Iron & Steel Company will show that during the period of the war its earnings were greater by almost double than they had ever been before, and that in 1920, covering a period of world-wide business depression, their net earnings still amounted to five and one-half millions. The dividends on preferred stocks were not decreased, while the dividends on common stock for 1920 exceed by \$700,000 the amount paid in dividends on common stock in 1919, although the net operating profits were \$3,000,000 less in 1920. In 1917 the Company paid a deferred preferred dividend of \$350,000.

This should convince readers that while The Dominion Steel Corporation is wholly determined in paying a ruinous wage rate, it is equally determined to maintain better than the going rate of its dividends both common and preferred.

The Nova Scotia Steel & Coal Company shows pretty much the same situation, although its report for 1920 has not as yet been published. It shows, however, that in 1917 and 1918 the operating profits were, for 1917, \$3,069,449, in 1918 they were \$3,535,525, while in 1919, when the beginning of the business depression was being felt, the operating profits were \$2,193,305. The same report shows that the net profits for 1917 were \$1,340,478, for 1918 \$1,716,492, and for 1919 \$1,029,877. The dividends paid in 1919 exceed by \$10,000 the total amounts paid in 1917 and 1918. The dividend on common stock in 1917 was \$562,500, which does not include a stock dividend paid November 30, 1917, of \$2,500,000, which is reflected in the common dividend paid in 1918 and 1919 amounting to \$750,000, almost \$200,000 on which dividend has been paid on what amounts to watered stock created in 1917. How much of these returns are on actual investment and how much on water we cannot say.

This showing of the financial position and transactions of these two corporations, coupled with the fact that up until some three years ago engineers, firemen, conductors and trainmen employed by The Dominion Iron & Steel Company and by The Nova Scotia Steel & Coal Company were paid wage rates almost exactly the same as those paid to similar employees on the Sydney & Louisburg Railway and on the Cumberland Coal & Railway Company, should be positive proof of the unfairness of both the corporations involved toward the employees who are on strike.

Let it be borne in mind that the men suffered their disadvantages and inconveniences for very many years, that there was no disposition on the part of the companies to adjust the many injustices that had been practiced against the men, that there was a most determined opposition against giving the men the eight hour day, the standard wage rate and service conditions that were in operation on the Canadian railways, to all of which the men felt they were entitled and in proof of that belief, after all efforts for adjustment had failed, they left the service of their employers.

If ever there was a strike in the Dominion for which there was provocation and justification, this strike of employees of the Nova Scotia steel corporations is the one. These statements are truthfully made without any disposition to misrepresent the reasons for leaving the service, or for unfairly influencing public opinion. Every statement can be substantiated by proof. These questions are placed before the Canadian public fairly and squarely so that there may be no misunderstanding of the attitude of the reasons or the purposes of the employees that led them to leave the service of The Dominion Iron & Steel Company and The Nova Scotia Steel & Coal Company, November 22, 1920.

(Signed) JAMES MURDOCK,
Vice-President,
Brotherhood of Railroad Trainmen.

(Signed) GEO. K. WARK,
Vice-President,
Brotherhood of Locomotive Firemen
& Enginemen.
Also representing The Brotherhood
of Locomotive Engineers.

Our OTTAWA LETTER

Solutions for Many Problems Sought by Members

(From our own correspondent)

House of Commons,
Ottawa, Feb. 26.

INTERRUPTED only by the enactment of some minor amendments to the Dominion Elections Act, providing for revision of Ontario voters' lists for use in the prohibition referendum, the debate on the Speech from the Throne, continued throughout the second week of Parliament. The Government was relieved of some attacks in the early part of the week and the members of the Liberal benches occupied the major portion of their time in attacks on the self-styled John the Baptist of Quebec, Mr. L. J. Gauthier, St. Hyacinthe, who has forsaken the National Liberal Party and announces that he will support the Government. While much has been said about the actions of the member from St. Hyacinthe, the Government was asked by various members of the Opposition for a statement as to its policy in regard to the Imperial Conference, which is to be held at London in June of this year. Hon. C. J. Doherty, Minister of Justice, was the only member of the ministry to take part in the debate on the Speech from the Throne during the week. He defended the policy of the Government and reiterated his previous declarations, made in various parts of the country, that Canada has gained its nationhood and that it was the policy of the Government to maintain that position. He also stated, in response to a question put to him by Hon. Rodolphe Lemieux, that "a Canadian representative at Washington will be named just as soon as Canada decides who will be named."

Unlike the first week of Parliament international affairs were very much in the background. The Liberals make it quite clear that they "will tolerate no central authority in London that would dictate the policy of Canada." The Government make it equally as clear that at the forthcoming Imperial Conference, "despite anything that has appeared in the newspapers to the contrary, nothing will be done there that will bind Canada."

Little new information was brought forth by the second week's debate but one thing is certain: the Government have instilled more enthusiasm into its followers and there was a fair attendance of members at all times during the week.

Unemployment and Old Age.

It was surprising to many that Mr. T. A. Crerar, the leader of the

National Progressives, should have assailed unemployment insurance and old age pensions. However, his address on the Speech from the Throne was one of the most constructive of the large number delivered. While he supported the "no confidence" amendment of the Leader of the National Liberal Party, he did so for quite a different reason than that advanced by Hon. W. Mackenzie King and his followers. Mr. Crerar's address brought forth applause from both sides of the House. He attacked both parties and on the question of the tariff he complimented the Government on its frank statement of policy. Mr. Crerar did not follow the Government but stated that the Prime Minister "left the country in no doubt as to where he stands on this question of protection." Mr. Crerar's statements in regard to unemployment insurance and old age pensions come, as we have previously stated, as a complete surprise. He said: "I have every sympathy with any movement that is designed or intended to alleviate distress in our country, or for that matter in any other country, but I assert, and I offer this suggestion to the leader of the Government, that this Canada of ours provides opportunity enough for labor to those who are willing to work so that they can make their way well and decently in the world. Unemployment insurance and old age pensions, while they may come some time in the future, give concern to this country, there is no great need for them at the present time."

Question of the Tariff.

The leader of the Agrarian Party made it quite plain that Canada should cultivate a taste for products of the United States. He cited the fact that Canada had trade commissioners in all other countries but had none in the United States. While Mr. Crerar had a passing interest in European affairs he and his party were deeply interested in the affairs of the United States and suggested that we should trade more and more with the republic to the south. On the question of the tariff he reiterated his previous declarations that we should have a tariff for revenue only, or in reality free trade. He stated that Canadian industries could stand up against outside competition without the aid of the tariff. Mr. Crerar's speech touched on many other important questions. He hoped the day would never come when we would have

in Canada a Ministry of War and a Sea Lord of the Canadian Admiralty. "We hear a good deal in these days about a naval holiday among the nations of the world," said the Agrarian leader, "but I think we in Canada should take a naval holiday too." Later on in his speech Mr. Crerar, in referring to the forthcoming Imperial Conference, suggested that before the Prime Minister would commit this country in any respect to any scheme of joint Imperial defence or anything else, the sanction of this parliament should be given."

On the occasion of Mr. Crerar's address more members were in attendance than on any previous occasion during this session. The galleries were crowded, too.

It is expected that the debate on the Speech from the Throne will continue until the end of next week. Whether the Government is playing for time it is difficult to determine, but there seems to be a large number of members on both sides of the house that are anxious to put themselves on record.

Mr. Peter McGibbon (Muskoka), took up the cause of Labor in his address and hoped that the Minister of Labor would be successful in finding some solution for the problem of unemployment. The member for Muskoka said: "Unemployment is one of the great causes of unrest to-day, nothing is so conducive to unrest on the part of the laboring man as when he finds that his employment is wanting; that he has nothing laid by for his wife and family, and that poverty is more or less confronting him. In a country like Canada where by the nature of her climate, employment is more or less seasonal, this is one of the greatest problems that has been laid before the Parliament during the past two years." Mr. McKinnon also favored old age pensions and in voicing his approval stated: "many men and women have reached that state through no fault of their own, and it is the duty of every country to look after its citizens who have become impoverished through sickness, or death, or accident, and to see that they are not left in want in their old days." During the first week of Parliament Mr. Nesbitt (North Oxford), protested against the introduction of these democratic measures and with this view Mr. McGibbon entirely disagreed.

League of Nations.

Hon. Henri S. Beland offered a valuable suggestion when he stated that the Government delegates to the Assembly of the League of Nations furnish the people of Canada with a report or a summary of the work accomplished. He congratulated the Canadian delegates in protesting against the international control of raw materials. In concluding his remarks on the League of Nations the member from Beauce said: "The League of Na-



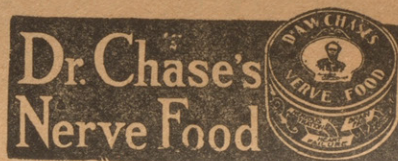
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tions appeals to me, and its underlying principles, its noble ideals, should appeal to all men who are concerned for the peace of the world.

"If properly constituted and well supported it ought to avert war in the future if any machinery or any policy can do so. The whole object of the League of Nations is doing away with the balance of power and replacing this old system by the concert of nations which would bring, as it were, the nations to think of other nations as eventual friends instead of possible enemies."

Unemployment and reduced wages were due to the policy of the present Government, in the opinion of Mr. C. A. Fournier (Bellechasse).

During the discussion on the amendments to the Canadian Election Act, on Friday, Hon. W. Mackenzie King voiced his objection to the rushing through of legislation. No doubt the leader of the National Liberal Party had in mind the Act enacted in record time during the session of 1919 against which amendments to the Immigration Labor so strongly protested.

Along Which Path?

(An Editorial in Reynold's Newspaper, London).

IT is hard for the minds of the mass of men and women in the world to settle themselves to grapple with problems that seem at the moment far off; for urgent things shout for a hearing, and will not easily be denied. Perhaps that is why the speech of Lord Grey at Glasgow the other day did not call forth, as it should have done a great response from vast numbers of people, and an expressed determination to work hard towards the attainment of the ideal of a world at peace, in which war can hardly be thought of as possible. The shadow of unemployment looms so large, the perils of the Irish situation are so great, that little more than a passing thought is given to the idealist.

It was always so. Before August, 1914, the nations of the world were arranged in alliances and counter-alliances; there were secret agreements, some of which, but perhaps not all, have come to light since. And the result was the war which devastated the world, which brought mourning to millions of homes, and which is responsible for many of the troubles and problems which we find it to-day well-nigh impossible to solve.

"If," said Lord Grey, "we let things take the same course again in spite of the warnings of the war, we shall have the same result." Are we letting them drift back into the old ways? It looks very much like it. There is no nation which is not spending on armaments and on military things generally more than it can afford. That they do not spend more is generally because they feel they cannot at the moment afford more. There is no touch of the new spirit in this. It is the old spirit, and it will in due time, if left unchecked, lead to the same deplorable end, and then, perhaps, civilization will perish.

There are a few immediate things we can do. One is to support as vigorously as possible those men who are working for a naval agreement under which no new battle-ships shall be built at all. The time is favorable. There are only three nations to consider, for Germany as a naval power has disappeared, and France and Italy simply cannot find the money for these monsters of death costing ten millions or so each. As the nations recover they will follow the lead which has been given them. If it is competition in armaments, they will enter it, through fear of the consequences if they find themselves helpless. But if they find in the day of their recovery a new spirit they will enter that instead. The other thing we can do is to lend real support to the League of Nations, and not only to the League, but to all the great ideals that it stands for. To those who believe that the League of Nations is an

impracticable and Utopian thing we give the words of Lord Grey: "I prefer the chance of Utopia to the certainty of destruction." And we have a body like the Navy League proclaiming that "the highest idealism of all is the only practical alternative to world suicide." If you recall the words which fell from the Navy League seven years ago, the change is marked. We give the Government of this country the credit of helping in the peace movement; but we fear that the question of expense rather than the spirit of brotherhood is the chief moving force.

We believe, however, that it is a fatal thing to trust in this matter too much to Governments. It is true to say that before the war the vast and overwhelming majority of men and women in every land wanted peace. But the nations of the world were led into war by Governments, by diplomatists, by soldiers. If the world is left to Governments and militarists again, they will follow the same course. It is not enough for people to want peace pas-

ed. It is the interest of all so to act and think that Governments will have such a clear lead that they cannot avoid it. For the peoples must save themselves if they wish to be saved. We have not yet got into the world the real atmosphere of peace; and until we do get such an atmosphere, we shall have the troubles that an unsettled mind brings with it. But, we repeat, it is no good leaving it to Governments, for in the long run they will let us down, as they did before, while saying all the time that they speak of people, when the truth is that they only spoke for peoples whose passions were inflamed. There is no problem of to-day so pressing that any man or woman can afford to neglect the greater problems of to-morrow. The people of Britain cannot be answerable for the world, but they can show to other peoples that they are earnest and sincere in their adherence to the ideals of peace, and they will have struck an answering chord everywhere. But the peoples themselves must make their feelings known. And that ultimately lays the duty, not on big bodies, but on every one of us who reasons and hopes for a future much better than the past.

the United States, where the working class have little experience in political methods, are in far greater danger of falling upon a period of civil commotion than Britain or France, or even Germany. Moreover, the directing minds of capitalism in this country and the United States have no conception of the labor problem, such as is possessed by the directing minds of capitalism in Great Britain. They are even now proceeding in the assumption that the industrial depression will make the workers docile, and disposed to seek nothing more than a bare existence — that soon everything and everybody will settle down in that blessed state they call normality. This is a dangerous delusion.

As for the landlords, they as a class, nearly everywhere, have failed lamentably to discharge the functions with which capitalism has invested them. The only excuse for a landlord class is that they utilize the surplus wealth which their legal privileges enable them to take from society to carry on the work of providing the people with homes. That they have failed in this function the state of the housing problem in nearly every city attests. While the soldiers were fighting for their country — which is largely the landlords' country — the landlords were raising rents and buying automobiles. Nothing impressed men, who were overseas, for four years on their return more than the amazing increase in the automobiles darting about the streets. Instead of being invested in homes for the people, and developing industries much of the wealth of society in the recent past has gone into the construction of expensive automobiles for joy riders.

Landlords May Kill Goose That Lays the Golden Eggs

(By Colin McKay)

THE landlords may kill the goose that lays the golden egg. Time may come when the public authorities may be compelled to take the surplus wealth or society and apply it to the building of homes for the work people. The public authorities cannot much longer maintain a passive attitude to the big social problems that are worrying the working class. The other day the Federation of Labor in New Brunswick, which has been regarded as the most conservative of the provinces, passed, with one dissenting voice, a resolution demanding the substitution of collectivism for capitalism—that is to say the trade unions of New Brunswick demand the abolition of rent, interest, and profit.

The incapacity of the business class to understand the system of commodity production, demonstrated by their failure to keep the wheels of industry moving at a rate to assure employment for the masses of the people, has given a notable revolutionary trend to the ways of feeling and thinking among the working class. The men emphasized the importance of state action from the point of view of the working class; under stress private capitalism was merged into state capitalism, which had sufficient vitality to carry on a gigantic conflict and at the same time provide work for everybody at better wages than ever before. But when the emergency passed and the State allowed pri-

ivate capitalism to return to its private devices. The business men were soon nearly helpless in a sea of troubles, and the workers are now confronted with wage reductions and vanishing jobs. On top of this the landlords in most cities are raising rents or trying to.

With the landlords in Russia mostly dead or in exile, with the Government in Italy, in order to stave off revolution, bringing in legislation to give the workers a certain control of industries, and with the powerful labor movement in Great Britain preparing steadily for a decisive struggle, capitalists and landlords in other countries can afford to consider whether they are drifting. Countries like Canada and



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A Socialistic Commonwealth as Pictured by Sidney and Beatrice Webb

(A Constitution for the Socialist Commonwealth of Great Britain. By Sidney and Beatrice Webb, Published by Longmans, Green & Co., New York).

SIDNEY and Beatrice Webb are known to most progressive thinkers as tireless workers on the cause of modern Socialistic thought. Their latest contribution to the forward-looking literature of the day, "A Constitution for the Socialist Commonwealth of Great Britain," bears out thoroughly their reputation for thoroughness — and courage. Unlike those whose panacea for our many ills lies just around the corner, the Webbs have come out with a plan of constitutional reform which, though startling and radical, lacks nothing in definiteness. Most of the book looks to the future; yet the authors have dealt fully with the hard, ugly facts of present day conditions in their least attractive aspect, so that there is always the double interest of both the hypothetical and the real.

In the first part of the book the authors dissect and examine, somewhat briefly, the present British Constitution — that venerable and holy work which Burke thought we should revere where presently we could not understand. British political democracy is considered in relation to the Constitution which is supposed to house it, and the verdict of the Webbs is that they "are struck by the extreme imperfection of it organization and by the very small degree of correspondence between the institution and the work that it has to perform." This is so, they tell us, because "the institution was not made for the job." Having thus casually discarded the bulwark of the ages, they proceed to eliminate the House of Lords, allowing, however, the King-paradoxically enough—to remain as ceremonial head. The House of Commons is to be split into two chambers, independent and co-equal in the matter of sovereignty over the matters coming with their legislative province. The Political Parliament is to control foreign affairs and the national defence while the Social Parliament will have entire competence in the control and regulation of all internal matters, industrial and otherwise.

There is a trace of early Utopianism in the almost naive certainty with which the authors described how these two bodies will co-operate so amicably—no wrenches in the machinery—no jurisdictional squabbles—no rivalries or discord. But the cloud of hope seems to have a little dark corner where the authors admit that "by the nature of things, they (the Parliaments) will necessarily impinge on each other's sphere."

It is manifest that this duality of structure is based upon the ancient Socialist theory that the Government of men must be distinguished very clearly from the mere administration of things. This again is related to the idea that the citizen himself must be regarded as possessed of a dual function in society; a political one, and a social one. These are the "separate and distinct foundation" upon which the "Constitution" has been built by the energetic Webbs.

It is without the province of this review to consider the theories advanced by the Webbs as to the best way of socially organizing industry; but it will be well for the reader to bear in mind that the "Constitution" is the hypothetical political organization which is hoped will crown and bring to full fruition the industrial organization which in its details must remain always more or less separate. As such the book provided matter for interesting and enlightening study; but whether the basic industrial organization which is to precede it, will be materially helped by it is an open question. Progressive thought of to-day seems to be turning away from the old idea of reforming parliaments to the task of reforming the hearts of men without which no Socialist Commonwealth can possibly stand. The Webbs have given us a beautiful roof; perhaps — some time — some one will fit the bricks into the foundation.

INDUSTRIAL NOTES.

Following an order for one million sleepers to India a contract for a supply of British Columbia creosoted sleepers has been put through for the Egyptian State railways.



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ATIONS IN ICE CREAM WHICH ARE WITH-
OUT EQUALS. IF YOU HAVE TRIED THEM
YOU WILL UNDERSTAND. IF YOU HAVEN'T
YOU CAN ASK AT THE FOUNTAIN TO-NIGHT
OR TAKE A PINT PACKAGE OF "CITY
DAIRY ORANGE" HOME.

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BUY EDDY'S MATCHES

MADE BY FAIRLY PAID
CANADIAN LABOR under
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THIS SPACE RESERVED INDEFINITELY

The Truth About the Strike of Engineers, Firemen, Conductors and Yardmen, Effective November 22, 1920

On the Dominion Iron & Steel Company's Property and Nova Scotia Steel & Coal Company's Property at Sydney and Sydney Mines, Nova Scotia.

STRIKE BECAME EFFECTIVE NOVEMBER 22, 1920.

NOVEMBER 29, 1920, the same classes of employees on the Sydney and Louisburg Ry. were conceded standard wage rates.

DECEMBER 7, 1920, standard rates of pay were conceded similar classes of employees on the Cumberland Railway and Coal Company.

ENGINEERS, FIREMEN, CONDUCTORS AND YARDMEN on the Dominion Iron and Steel Company, the Sydney & Louisburg Railway and the Cumberland Railway and Coal Company are working for the same Corporation, namely the Dominion Coal Company.

RAILROAD MEN of the Dominion Iron & Steel Company perform exactly the same class of switching service as other railroad men handling cars in yards, but the work is, if anything, more dangerous on account of lack of safety equipment, yet they were required to work twelve hours for which their compensation was approximately fifty per cent of standard compensation for the same number of hours.

THE LABOR DEPARTMENT denied the employees a board of investigation on the Nova Scotia Steel and Coal Company.

LABOR MEN OFFERED to submit dispute to railway officials on Railway Board of Adjustment No. 1, the six labor representatives being willing to withdraw from board.

Every reasonable effort possible was made by the organizations to submit questions in dispute to any proper tribunal for arbitration. All such efforts failed and the companies both declined to consider arbitration, except that the Nova Scotia Steel & Coal Company through President McDougall did offer on December 2nd to submit the questions in dispute to Senator Smeaton White, President of the Montreal Gazette, for determination, such offer, of course, being declined by the representatives of the organizations for reasons that must be generally apparent to laboring men.

The two properties where strike is in effect are part of the proposed British Empire Steel Corporation, in which proposed merger there is said to be \$130,000,000.00 of watered stock or good will, which will, no doubt, be expected to pay standard dividends while railroad men on the properties are expected to work fifty per cent below standard.

Oddly enough, the Algoma Steel Corporation, Ltd., Sault Ste. Marie, Ont., soon followed the lead given by its Nova Scotia friends in the matter of holding down the wages of employees. On November 1st, 1920, the Algoma Steel Corporation had made an agreement to pay standard wages to its engineers, firemen, conductors and brakemen, this agreement to continue in effect until November 1st, 1921. But the Algoma Steel Corporation changed its mind, and has reduced wages per hour as follows:—engineers, 16 cents; firemen, 12 cents; conductors, 15½ cents; brakemen, 14½ cents.

JAMES MURDOCK,
Vice-President,
Brotherhood of Railroad Trainmen.

GEO. K. WARK,
Vice-President,
Brotherhood of Locomotive Firemen
and Engineers; also representing
The Brotherhood of Locomotive Engineers.

See also page 11

Adv.